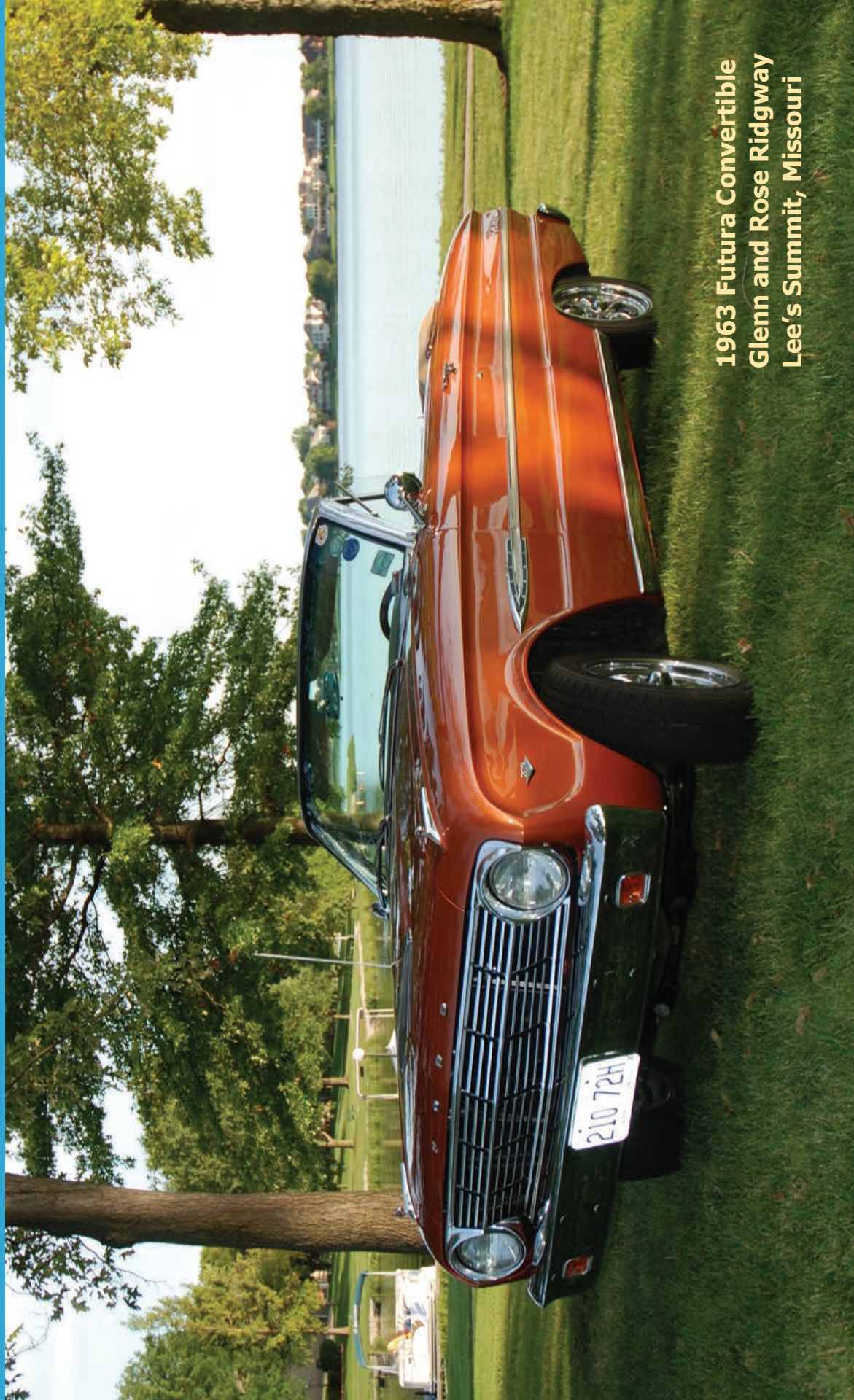


The National *Falcon* News

The Monthly Magazine of The Falcon Club of America

February 2016



1963 Futura Convertible
Glenn and Rose Ridgway
Lee's Summit, Missouri

The National Falcon News

February 2016

COVER: 1963 Futura convertible owned by Glenn and Rose Ridgway (FCA #14616)

The Ridgways recently hosted a Mid America Chapter meeting at their lake home in Lee's Summit, Missouri. Raintree Lake provided a beautiful background for their car as well as other chapter members' Falcons present at the get-together.



The Metallic Bronze cover car was an anniversary gift Glenn purchased for Rose at the Louisville Nationals. When compliments are handed out, Glenn credits the car's beauty and interesting features to the seven-year labor of previous owner Richard Vogt (FCA #11826) of Chatham, Illinois.

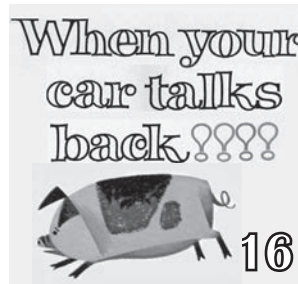
Some of its features include a fabulous tan interior that has won car show awards, a 289 U Brock four barrel carburetor, and even the modern convenience of smart phone plug-ins.



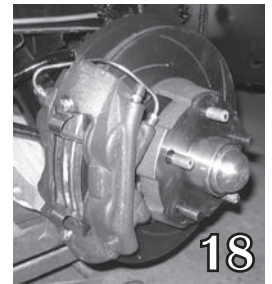
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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. Email address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Although most of our Falcons are stored away during the chilly hold of yet another winter, I hope some of you have been able to get out and have some fun with your local FCA chapter friends. And what fun it's been to share that great winter food at our local gatherings. As I've mentioned before, my home chapter's saying is, "if you feed us, we will come." It is February, so please remember to be extra sweet this month toward your significant other.

Many of our chapters do winter garage meets. Others plan times to help those who may not be able to accomplish major projects on their own. I think this service is one of the

nicest things the club can do for its members or potential members. If your local chapter performs a special project, it might make a great story for our monthly magazine. Take some good photos, write a brief story, and submit it to Janet.

It is never too early to start thinking about prepping your ride for a run to an FCA Regional or the National Convention later this year. Have you made a list of things to take, things to do, or places to see on the way? Maybe you've created a wish list of things to look for in the swap area? As a chapter, have you discovered who is interested in going and if cruisin' together would work for your individual schedules? Migrating as a flock can be a fun way to go to these events, especially if the cars have two-way radios.

If you have any specific ideas for items you might like to see in the FCA store at this year's Nationals, please let the store ladies know early so they can consider your request. Keep in mind we have to place orders months in advance for our inventory to be produced and delivered in time.

Speaking of the Nationals, I strongly encourage making your registration soon for the Convention and getting in your reservations with the hotel. I strongly recommend dialing the hotel number directly for reservations. Both of these early actions assist the chapters sponsoring these events with funding through event reservations and clout with the event hotel management. If you have not yet done so, please check out the 2016 Nationals website and take a look at what Wisconsin and the Dells area have to offer.

I would like to announce that we now have a new FCA Internet Director. Mr. Wally Tirado from the Heart of Texas chapter has accepted this voluntary position. He has loads of experience and some very good ideas for better use of this resource to promote our club. Thank you Wally and your family for donating some of your time to the FCA to do this job for all of us.

Take care as we all look forward to a nice warm spring. Until then, have fun working on your projects as weather permits. If the opportunity presents itself, enjoy a late winter cruise in your Falcons. Always remember to include the younger generation in your car show plans this year and lend a hand to help them get into a Falcon of their own!

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

MARCH 18–19, 2016

**SOUTHERN COAST REGIONAL
PENSACOLA, FLORIDA**

Hosted by Southern Coast Chapter in conjunction with the Gulf Coast Regional Mustang Club. Further information can be obtained at falconclub.0catch.com/show. Use form in this issue to register.

APRIL 15–16, 2016

**HEART OF TEXAS
SPRING REGIONAL
IRVING, TEXAS**

Hosted by Heart of Texas Chapter. Use form in this issue to register.

MAY 20–21, 2016

**FCA KEYSTONE 2016
REGIONAL MEET
BETHEL, PENNSYLVANIA**

Hosted by Keystone Chapter.

JULY 14–16, 2016

**FALCON CLUB OF AMERICA
NATIONAL CONVENTION
BARABOO, WISCONSIN**

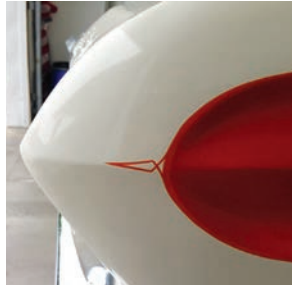
Hosted by Northland, Raptor, and Lake Michigan FCA Chapters. Ho-Chunk Hotel and Gaming Convention Center in Baraboo, Wisconsin. Visit 2016FalconConvention.com for updates. Registration form can be found online at northland-falcons.com.

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**





MY LOSS IS YOUR GAIN



The popular idiom, "one man's loss is another man's gain," applies to Don and Linda Anderson when they found their 1964 Ranchero three and a half years ago.

Married for 31 years, Don and Linda share their home in Centerville, Minnesota with pooch Sadie. Don was raised in North St. Paul and Linda was raised in the Anoka, Minnesota area. Lucky parents of five, Don is an EDM Specialty



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Don and Linda Anderson's 1964 Ranchero

By Scot Thayer



Machinist at Wilson Tool in Hugo. Linda is a Nursing Manager at United Hospital in St. Paul. They both enjoy working in the community and as leaders in Children's

Ministry at their church. Don has served in various ways within local government, including City Council, Planning Commission, Police Commissioner, Scout Leader, and Town Home Board. Somehow they found time for a Ranchero.

A couple of Don's vehicles owned early on included a 1954 Chevy truck and a 1946 Chevy flatbed. Raising a family forced the ownership of typical family vehicles for the Andersons until about four years ago when a short adventure with a 1969 Porsche 911 ensued. The Porsche ended up needing more work than it was worth to them, so down the road it went. A perfect storm began to brew in their newly opened garage space.



Purchasing a car in late autumn, combined with a seller who had lost interest in the car, created another perfect storm for Don and Linda. They were able to pick up their very nice Ranchero at a bargain basement price of \$6,000.



About three years ago, Linda spotted the car sale ad at a grocery store in Hugo and told Don about it. Don, having previously spotted the same vehicle at a local cruise in, was already aware of the car and its history. The base model California original Ranchero had undergone a bottom-up restoration in Massachusetts around 2010.

Upgrades to its original 289 included high performance cam and hardened valve seats, dual exhaust with Flowmaster

—Continued on page 9

AUTO KRAFTERS HAS MOVED TO BROADWAY, VA!



Our new address is:

Auto Krafters, Inc. • 129 Hartz Blvd. • PO Box 8 • Broadway, VA 22815

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How to Advertise in The National Falcon News

General Advertising Information

- When you submit your ad, please include your name, location and FCA number.
- Please limit your ad to 50 words. Ads may be edited.
- Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly.
- Ads with photo are \$20 and will run for minimum of two months.
- No phone calls or faxes are accepted for ads.
- Ads must be received by the 20th of the month, two months before publication month (i.e., July 20 for September issue).

Ad Content

To place a FALCONS FOR SALE ad, please include:

- Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage
- What's unique about your vehicle?
- Asking price (**Examples:** \$8,500; \$3,600 OBO)
- Your name, email address and/or phone number (format: 913-555-5555)
- Contact hours for phone calls and time zone, if helpful
- Your two digit state code

Example: 1964 black Falcon Futura six cylinder automatic, runs great. Some rust on floor pans. Excellent glass and trim. \$6,000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To place a PARTS FOR SALE ad, please include:

- Description of item, asking price, and contact info as shown above

Example: 1963 six cylinder Falcon Futura rear end, \$150. 1962 three speed transmission, \$275. Joe Falcon, 555-555-5555 or 123falcon.com. MN.

Pricing And Payment

FCA members:

Two free ads per issue. Each ad must run in a different section of the Classifieds. (i.e., one in FALCONS FOR SALE; one in PARTS WANTED). Your Falcon number must be included to be eligible for your free ad.

- \$10 each for additional ads; add \$20 to include a photo

Non-FCA member ads are \$10 each plus an additional \$20 to add a photo. Ads follow the same guidelines as member ads. Payment must accompany the ad, with check payable to the Falcon Club of America.

Ads and photos may be sent to editor by email to fca.editor@yahoo.com and ads by mail, photos and payment for ads may be sent to:

Janet Wilkerson, Editor
22806 Bradford Ln. Ct.
Blue Springs, MO 64015.

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

fcaeditor@yahoo.com

Classified Advertising

FALCONS FOR SALE

1962 Falcon with 50,000 miles, \$7,450. Photos on craigslist wpb. Call Kathy at 561-201-1527. FL.



1962 Falcon tudor with 144 ci six cylinder and automatic transmission. Excellent mechanical condition, 62,150 miles. Solid, rust-free Tennessee car. Interior, chrome and trim excellent. Red exterior, black and gray interior. Nice paint and overall appearance. Asking \$9000 OBO. Mike Brown, 901-315-7345 or mbrown@rittermail.com. TN.



1963 Ford Falcon two door. Custom designed by Chip Foose, as seen on the TV show OVERHAULIN', Season 2, Episode 3: "The Falcon And The Snow-Job." \$26,000. For more information and specs call Fred, 253-905-3443. CA.



1963 one-of-a-kind Sprint Clone Retractable hardtop with matching trailer. Best in Show at the FCA Tulsa Nationals two years ago. Watch the YouTube video 1963 Falcon Retractable Hardtop which shows the car in action. Will consider a nice 1963 Sprint

convertible for partial trade. \$85,000 OBO. Tim Sutherland at 316-655-0697 or tim@sutherlandbuildersinc.com. KS.

1963 Futura convertible, black body and top, red interior, completely restored, modified class. 289 high performance, five speed, less than 2,000 miles. \$14,500. Charlie 706-263-6654 or kessler3806@bellsouth.net, Chattanooga, TN.



1963 Falcon convertible. Very complete and ready to assemble with all trim, interior, glass, front parts and front bumper. It does need tires. Blue interior and needs to be cleaned up, seats recovered and installed. I do not have carpet for it. The exterior is in primer. 170 ci motor that ran in August 2015, three speed manual with column shift. It has been converted to front disk brakes and five lug front and rear. Floor pans have been replaced and the trunk is solid. It has all the top parts but needs a new top and I have not tried to raise the top. Missing rear bumper. I have a set of shock tower tops, spring and non spring hood hinges. Asking \$3,500. Jim Reese jwreese@tranquility.net or 573-864-3153. Ashland, MO.



I'm trying to help my dad sell his restored 1963 Falcon convertible. It is red with white top and in excellent condition with 4,000 miles on restoration. Fender skirts, not painted

and two extra front fenders also available. New radiator, tires, battery, fan and convertible top motor. More photos available if requested. Joe at 402-318-4869 or magman48@gmail.com. NE.

1964 Falcon convertible, a very nice car I bought in a collection. I have spent many hours and money on the car and just want to sell it. Dale, 210-884-3100, coco5757@att.net. TX.



1964 Falcon Sedan Delivery clone Pro Street. 289 V8 bored .030 over, Demon Carburetor with C4 transmission. Ceramic coated headers with x-pipe and side exit exhaust. Shock towers removed. Adjustable coil over shocks. Tubed, 9" rear end with caltracs bars. Show or cruiser. \$25,000 OBO. Jeff Long, 316-706-6199 or lhelmet@yahoo.com. KS.

1964 Falcon convertible project car, solid but has rust holes. Disassembled for restore. Had a V8, should be a six cylinder, no engine, auto transmission. Top is in very good condition. Two eye surgeries removed my ability to finish it. \$2,000 OBO, whiteheadagency@gmail.com. IL.

1964 Ford Falcon Futura convertible. All original. Turquoise with white convertible top. 51,000 original miles. 200 six cylinder automatic. Excellent condition. Asking \$11,995. Call Joe in Central Ohio, 614-581-0130. OH.

1964 Falcon Ranchero, A-1, was a California Ranchero. NO RUST. V8 260, automatic, new tires, Guardsman Blue paint, brakes, interior and much more. My wife drives it about everyday. It's ready to go. \$16,500 OBRO. If interested, I can email photos. Leslie Combs, 816-390-6477, oldstation1933@hotmail.com. MO.

I have a 1965 Futura Convertible and drove it proudly until I had an accident. I had a second car for parts but it was stolen and due to health and medical bills, I no longer can pursue working with it any longer. The engine and transmission are good, as well as some body parts. It is located in Beggs, Oklahoma, just south of Tulsa. Contact Ron Whitney, 918-948-2997 or email ron.whitney68@yahoo.com. OK.

1965 Falcon Futura convertible, taken apart for restoration with correct 289 V8 four speed. It is 90% complete. Easy restoration. Many new parts. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$3,500. Douglas, 575-478-2274 or 575-693-1908, canoenut46@hotmail.com. NM.

1965 Ranchero Project for Sale, C-Code, automatic. All the hard disassembly and cleaning work has been done. Media blasted and undercoated. It is all ready to go and ready to be put back together, your way. All parts except bench seat and windshield. Extensive disassembly photos. I'm losing my workspace. \$5,000 Alan, 208-473-0343. ID.



1965 Ford Ranchero Vintage NASCAR Road Race truck. 2005 Cosworth 358 NASCAR 700 hp engine, six speed transmission. Cosworth dry sump oil system. Nine inch rear end with 4:11 gears. Wilwood brakes. Race gauges. Box cover roll cage. Built by professional shop. Marty Bourassa, 406-728-0324, martyb@amerion.com. Missoula, MT.

1965 Futura hardtop, \$1200; 1965 Sprint with hood scoop, \$3000; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$2000. 1964 Futura hardtop, bare body in primer on rolling chassis, \$4,000; 1964 convertible parts car, \$500; 1964 Futura convertible,

—Continued on page 8

Classified Advertising

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\$1500; 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 sedan 200 six cylinder, \$3500; 1963 Deluxe Station Wagon, \$2500. Contact JL Branson, 636-228-4501 or jlwbranson@mail.win.org. MO.

1965 Falcon Futura four door, six cylinder automatic. It is painted like a police car and has decals, working red light, siren, and a PA system and CB with speaker. \$3,500 OBO. Tim Sutherland at 316-655-0697 or tim@sutherlandbuildersinc.com. KS.



Rare 1965 Falcon Sedan Delivery, completely restored, is show ready and has won many awards over the past two years. 289 CI with C4 automatic transmission, both rebuilt and run strong. New tires and wheels, paint, interior and lake side exhaust. \$25,000 invested. Price reduced to \$15,000. Contact Ed, 989-289-2547 or eddebrns@gmail.com. MI.

I'm settling my father's estate and selling his 1966 Falcon along with a 1967 Comet that he intended to use for parts to rebuild it. Take a look at it on Craigslist, nmi.craigslist.org/.cto/5365905309.html. For more information, call Paulette, 248-252-4614. MI.

FALCONS WANTED

I'm looking to purchase a 63½ Sprint hardtop in excellent ORIGINAL condition. The ideal car will have the original 260 V8, four speed, power steering, and vinyl roof. I am not looking for a project car. Budget not to exceed \$30K. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA.

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

1963 Futura or Sprint Coupe in excellent condition. Automatic, white with red interior. Contact Chris at 551-265-2629 or chris14ono@verizon.net. NJ.

PARTS FOR SALE

NOS Ford passenger side complete rocker panel. Fits all 1964–65 Falcons, \$250. Mustang Rally Pac tach only, 6,000 rpm, untested, \$100. Narrow belt pattern Toploader, used, \$600. Narrow bolt pattern Toploader, used, \$600.

Mallory dual point Tach drive distributor for F.E. motor, used, \$250. Gates rubber hose supply box, metal and plastic, no hose, good for display, \$150. Original 1963 Sprint air cleaner, some rust, \$250. John Simone, 413-527-8502, Easthampton, MA.

1964–65 Falcon front driver's side fender. It has been repainted and has very little body putty and trim for wheel. This fender is in good condition, \$75 OBO. Rick Birr, 801-864-2195 or rbirr@slb.com. UT.

All NOS: 1964–65 hood ornament, \$150; 1965 backup kit, \$250; 1965 taillights inq. 1964–65 parklight housings, \$150. 1965 grille ornament, \$85; 1960–65 Ranchero

—Continued on page 10

1960-1970 FALCON

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MY LOSS IS YOUR GAIN *Don and Linda Anderson's 1964 Ranchero*

—Continued from page 5

mufflers, alternator, and Pertronix ignition.

The engine is cooled by a four row aluminum radiator.

Transmission is an AOD from a 1984 Mustang and out back resides a Ford nine inch rear differential sporting 3.25 gears.

The body color is Ford Wimbledon White which is offset with contrasting Navistar Fire Engine Red. Red is the major color of the interior; its main feature is the bench seat which was redone in a red leather material with a stock appearance.

The outside is nicely appointed with pin striping and Magnum 500 wheels. This car is super clean from top to bottom, with equal attention given to the underside. Recent and upcoming safety upgrades by Don include a dual master cylinder and parking brakes, as well as seat belts. Don has received offers to sell this gem for much more than he paid, but at this time he has no plans to sell.



Don and Linda enjoy taking the Ranchero to parades and local cruise ins such as North St. Paul. As new FCA members, Don and Linda plan to take it to the Wisconsin Dells Nationals in 2016.

Thanks for the interview Don and Linda, we look forward to seeing you in July at the 2016 FCA National Convention.

—Scot Thayer (FCA #5509)
Hugo, Minnesota



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Classified Advertising

—Continued from page 8

tailgate top trim, \$300. Wagon fuel caps, all versions available NOS and good used. 1965 headlight doors, \$175; 1965 grille, \$1,100; 1965 trunk trim, \$1,350. 1964 Sprint rear panel, \$1,300. 1965 Sprint car fuel cap, \$160; 1965 hornring, \$425. Power tailgate bezel, \$300; Late 1960–65 tailgate handle, \$325; 1964–65 two speed wiper switch, \$85. 1964–65 heater switch, \$40; 1965 standard car fender emblems, \$265; 1960–63 wagon fuel cap, \$165; 1963 car backup light kit, \$125. 1964–65 squire fender emblems, four pieces, \$250. Numerous NOS 1965 car side trim pieces, fender door quarters, inq. 1965 turn signal switch, \$75. 1964–65 remote mirror, \$250; 1964-65 gravel deflector, \$185. 1964–65 outside handles \$250; 1964–65 hood, tailgate letters, \$15 each. 1965 courtesy light kit. RARE, \$385. 1964–65 lighters, \$45. 1965 four speed backup light switch kit, \$125. 1964–65–66 emergency flasher kit, \$125. 1960–65 elevated COOL gas pedal, \$55; 1960–65 automatic shift collar, \$85; 1964–65 glove box lock, \$40. Please call evenings, Darin, 336-816-8741. NC.

Set of four, painted, five-bolt Mustang/Torino GT wheels, 14" x 6". No trim rings or center caps. Very good condition. Good looking, period wheels for Falcons. \$125 per set. George, ghaynesTR4@aol.com. NY.

Boss 1969 Mustang rear deck wing, three speed and four speed V8 and transmission out of 1964 Ranchero, new in box. Exhaust manifold for 144 ci, part C-3079430-A; four non-Sprint disc hubcaps and four Sprint 13" in good condition; four new in box taillight lenses, padded dash S.S. strip for 1964–65. Very good grille and headlight doors for 1964; new chrome door handles in boxes, bumper for 1964–65 S.W. with brackets, not bent or ripped, needs chrome. Make offer for all. I will not mail or deliver. Bill Frederick, 19 East Avenue, Swedesboro, NJ 08085, Exit 2 on NJ Turnpike, 609-420-3441. NJ.

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150–\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. Contact JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501 or email jlwbranson@mail.win.org.

1964 Falcon Sprint convertible parts car. 1964 Falcon Futura convertible project. 1965 Falcon Futura convertible, 170 six cylinder, standard shift, runs well. Many Falcon parts including BorgWarner T10, bucket seats, 302 V8, 351 Windsor and Thunderbird Super Coupe independent rear end. Asking \$11,000 for all. Jeff Byrd 419-564-4317 or jbusaman05@gmail.com. OH.

1970 302 block clearanced for 347 stroker, ARP main cap bolts, \$250. 1995 302 heads, cast #E7TE, dates 4K22 and 4L12, one pair, \$150. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17 one pair, \$150. 1965 289, four connecting rods, \$50; oil pan, \$35; gold valve covers, \$60; 2V intake, \$75; exhaust manifolds, \$200. 1968 302 4V intake manifold and carb spacer, cast #C8ZE-9425-A, date 8A31, \$300. New AFR 205 cc aluminum heads, \$1,850. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. NOS rear brake drum, part #CODZ-1126-B, \$80. NOS steering idler arm

and bushing part #CODZ-3350-B, \$75. NOS taillight lens, part #CODF-13450-A, \$30. NOS carb rebuild kits, part #CODZ-9A586-A and B, \$30 each; exhaust hanger, part #C0DD-5A283-F, \$15; rear brake drum, part #CODZ-1126-B, \$80. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

Falcon parts: 1964–65 heater control plate, \$10; 1962 instrument panel with restored gauges, \$175; 1961 grille in restorable shape, \$20; painted black sun visors for 1964 hardtop, \$10; wiper arms, \$8 or free with other part. Steve, 562-595-1876 or SteveWT324@aol.com. CA.

1960 NOS Falcon grille, \$199. 1963–65 NOS Falcon grilles and headlight assembly, \$1,799. 1964–65 Falcon Sprint California air cleaner with PCV tube on top of air cleaner, \$599. 1964–65 Falcon/Comet hardtop, Ranchero, wagon, new gold carpets, front and back, \$159. 1964–65 Falcon taillight buckets in good condition, \$45. 1963 Falcon front fender spears in good condition, \$100. 1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1962–63 NOS cowl top, \$275. 1965 NOS Falcon Ranchero/Station Wagon Deluxe gas cap, \$299. 1963–65 Falcon/Comet four speed shifter, \$195. 1963–65 Falcon/Comet four speed tunnel, \$79. 1964–65 Falcon/Comet top loader shifter box, with linkage, \$355. 1963 Falcon hood ornament, rechromed, \$299.

Visit Falconclub.com
for events
and technical articles.

To access the technical articles at falconclub.com,
use password FCAmemberIGS.

1963 Falcon hood ornament, black wrinkle powder coated, \$155. More NOS and used Falcon parts available. Contact Vic Falcone, 518-355-7756 or vfalcon64@aol.com.

1963-1964 Falcon hardtop vinyl top trim pieces, two sets. Two sets, eight pieces of trim that goes along the bottom of the rear window of 1963-64 hardtops with vinyl roof coverings, parts #C3DB63517A31-A (and B). The first set has very good stainless parts and very restorable cast metal corner parts, with some pitting but with the mounting lugs intact. Second set has very good stainless parts but the cast corner parts are in rough shape with considerable pitting, one 3/4" crack, the mounting studs on the second set have been broken off, and an extra hole was drilled near the end of each one. Restoration of the second set would be problematic, but may be possible if you have a plater that likes a challenge. Includes two of the clips that hold the stainless strips in place. FOR TWO DOOR HARDTOP ONLY—WILL NOT FIT TWO DOOR SEDAN. \$350 OBO + \$15 S&H. For more photos email gh333@earthlink.net. OR.

1968 grille in good condition, \$85; 1968-69 taillight with trim ring, \$50; Photos available at ajmux@aol.com. Call Andy at 520-419-2376. AZ.

NOS parts: 1960 grille, \$195. 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 ea; 1960 Deluxe 13" wheelcovers, \$195 set of four, 1962-63 Deluxe Squire 13" wheelcovers, \$195 set of four. Good used 1962-63 Deluxe Squire wheelcovers, \$40-100 per set based on condition. 1962-63 Squire wood grained gas cap, in the box, \$295. New hardtop bucket seat upholstery, tan, front and rear seats; \$300 per set. Lenny Kellogg, lenkellogg@lpbroadband.net, 970-593-1964. or visit kelloggsgarage.com. CO.

1964 and 1965 Falcon parts: Complete convertible top mechanism, complete V8, five bolt power steering front suspension, doors for two door hardtop,

fenders, hoods, trunks, trim parts, dash, heaters, and MUCH MORE. I have a shed full and it all goes. \$2,250 for ALL. Bring a big trailer. Leslie Combs, Maryville, MO, 816-390-6477, oldstation1933@hotmail.com. MO.

USED PARTS: 1964-65 dash plastics, all available; 1964-65 power brake setup, \$225. 1965 power steering setup, \$475. LOTS of wiring, inq. Numerous courtesy light setups; 1965 vinyl top trim, \$285. 1964-65 lighter, \$15. 1964-65 station wagon cargo light, \$85. 1964-65 heater delete parts, \$200. 1965 Deluxe dash radio delete, \$115. NUMEROUS other good parts available. Please call evenings, Darin, 336-816-8741. NC.

New 1965 Falcon rear trunk trim. Billet aluminum and triple plated just like original in every way. Very limited number of these. \$795 with detailed letters and surround; \$695 without. \$40 to ship to lower 48 states. Todd, 704-502-9341 or toddsclocks@earthlink.net. NC.

1966-70 trunk lock w/new Falcon script keys; 1964 and 65 trunk lock with w/key, nice chrome on all, \$125 each. Good used door locks w/new keys 1960-63 sedans; \$75 a pair; 1963 convertible/hardtop door locks w/new keys and correct linkage, \$150 per set; five bolt 13" wheels, \$50 each, set of five, \$200; 13" wire spinner hubcaps #1-4 condition, \$110-\$550 per set. Six cylinder dipsticks, \$20 each; 1964-65 Ranchero single

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side trim set, \$595; six cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$95 each. 1961 grilles, driver quality to NOS, \$15-\$400. Remanufactured generators for 260 V8, still in their boxes, \$195 each. Good used six cylinder generators, tested, \$85 each. Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested. Blank shift collars to convert stick to floor, \$80 each. Lenny Kellogg, 970-593-1964, lenkellogg@lpbroadband.net, or visit kelloggsgarage.com. CO.

PARTS WANTED

1964 Falcon Futura two door hardtop, need quarter panel exterior moldings, two each side in very good condition. Jim Elliott, 225-343-6900 or jim_celliot@bellsouth.net. LA.

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jilissandrello@msn.com. CA.

Driver's side quarter window for a 1968 Futura station wagon. Contact Andy at ajmux@aol.com or call 520-419-2376. AZ.

Looking for AM radio either NOS, used, or retro new for 1965. Rick Kelleher, 660-422-7177 or sales@happycarz.com. MO.

—Continued on page 15

Cruisin' The Coast® 2015...

Falcon Group activities hosted by Mike and Misty Sigler, Gulf Coast Chapter

Mike and Misty Sigler called and many in the Falcon family answered yet again. Rose and I had never been to Cruisin' The Coast, but it was finally the year to do it. We made travel plans to meet a large group of Falcon folks on Monday in Tuscaloosa, Alabama who were on their way to Gulfport, Mississippi from the Tennessee Regional. Six cars and three trucks with trailered Falcons made for a nice travel group and we somehow all managed pretty much to stay together. After a quick drive to our Gulfport Motel we were met by many others in their Falcons plus a few in other Ford products, totalling about 30 cars. Our group represented cultural diversity and came from many U.S. states. A sampling of us when asked by strangers where we're from could answer: Arkansas, Alabama, Texas, Kansas, Oklahoma, Missouri, Louisiana, Tennessee, Mississippi, Georgia, Florida, Ohio, Michigan,

Virginia, Maryland, and Delaware. We all thought it was pretty cool coming together this way; we just wish it could occur more often.

We arrived mid-afternoon **Tuesday** and Mike and Misty quickly got us all organized for dinner at the Blow Fly Inn. We had 60 seats reserved for dinner and all went smoothly, thanks to Mike and Misty. We had a super time feasting on the local seafood specialties. We were there about two hours eating, telling Falcon stories and tales of other great Falcon club adventures. What a great Falcon family we have; we are all truly blessed.

Wednesday morning we were guided by our hosts Mike and Misty, Mike's parents, and some of his other family members. We made a brief stop by the beautiful Gulf beach and continued along the coast towards Biloxi, Mississippi to the grounds and home of the Confederate President Jefferson



The Falcons were all lined up at this pit stop.



Edgewater Mall cruise



A stop at the beach was mandatory on this cruise.



A group of bridge walkers posed for a quick photo.

...Falcon Style

October 4–11, 2015

By Phil Barber

Davis. During the drive we were able to still see damage done by 2005's Hurricane Katrina. The damaged areas have been mostly restored; it is a very laborious and time consuming process. After the tour we headed back to the west to Pass Christian to visit the shops and then off to Dempsey's Steak and Seafood for a great lunch. Again this was all pre-planned and went like clockwork. On the way home after lunch some went to Diamondhead for a priest's official "Blessing of the Cars." A few of us headed back to the hotel for a rest. We had a hot dog feast at the hotel hosted by the Texas and Gulf Coast Chapters. This was really nice to be able to eat in the hotel for one evening and just hang out.

Our activities were so well organized it did not seem like there really were 7,600 cars registered for the event; but trust me, they were all there! Cars of all imaginable makes and models—stock, modified, barn finds, Rat Rods and whatever—could be seen off in the distance waiting in long lines. We were always led off in directions to purposely miss the hoards of car guys and gals. Mike and Misty, being from

—Continued on page 14



Migrators and Falcons stop at a rest stop for a much-needed break.

Right: It was fun relaxing and visiting under the Bay St. Louis church's Live Oak tree. Their hot beignets and coffee made us feel right at home. Far right: The Falcons had a reserved spot on the streets of Ocean Springs, Mississippi. We could relax and visit comfortably in the shade of those big trees.



Cruisin' The Coast® began in 1996 as a festival to celebrate antique, classic and hot rod vehicles, nostalgic music and related events. 374 vehicles registered that first year and in 2014 we had 7,293 registered vehicles. Car enthusiasts from 41 states plus Canada and Sweden drive to the Mississippi Gulf Coast once a year to showcase their rides and to cruise our beautiful 30-mile stretch of beach side highway with designated stops in Bay St. Louis, Biloxi, D'Iberville, Gulfport, Pass Christian and Ocean Springs. Each venue is set up as a mini festival with a stage for live bands, reserved parking for registered cruisers, spectator parking, and vendors for food and event merchandise. Registered cruisers will receive an ID card in their registration packets to exhibit all week in their car's front window; this ID allows entry into the venues where reserved parking is available. A program with maps will also be part of the registration packet so cruisers can plan their individual schedules as this is an open cruise—events are scheduled and you decide which ones you are interested in attending. Our week long event includes cruise-ins, a Salute To Our Veterans event, car auction, swap meet, car corral, and a parade. Spectators are welcome and will find that our cruisers love to talk "old cars."

Next year's Cruisin' The Coast will be held October 2–9, 2016.

—cruisinthecoast.com

Cruisin' The Coast® 2015... Falcon Style

—Continued from page 13

Gulfport, knew ways to get around the congestion and get us to our eateries and other destinations on time. We even had pre-arranged parking for 25 to 30 vehicles.

On **Thursday** we had a super breakfast spread breakfast at our Sleep Inn. After that most of us went to the parking lot cruise at the Edgewater Mall and the swap meet at the Coliseum. The parking lot makeup was constantly changing with vehicles continually coming and going. The best vantage point was at the entrance where you could see them arriving.

Rat Rods seemed to be trending this year. Some of them looked like tons of resources were expended on them; others looked like barn finds turned into Rat Rods. Some of the distressed looking paint looked "manufactured" by a paint shop.

A few went to the Beau Rivage Casino in Biloxi where we consumed a great buffet lunch and then gambled a bit. That evening it was back to another one of the great Sigler's organized and hosted event—dinner at Catfish Charlie's. Some stayed at the hotel and had leftovers from the previous evening's hot dog social. Late evening was spent hanging out, playing board games, talking about Falcons, discussing our latest endeavors, and solving the woes of our world.

Friday after breakfast in the hotel we were off to Ocean Springs. Several of the ladies chose to walk over the three-mile-long bridge at Biloxi. The guys dropped them off, crossed the bridge, and then walked back to meet them at about the halfway point. Our morning at Ocean Springs was really special as we had a street reserved just for Falcons. The street was lined with huge Live Oaks which made for

nice shady spots to tell stories, eat doughnuts, and enjoy the unusual cars passing by. At about noon we convoyed to lunch at Café New Orleans where we filled up almost the entire place.

This was a great rest for the next cruise to D'Iberville. It seems like every unusual vehicle in the country finds its way here. We did get our share of comments about the large amount of Falcons being together from all over the U.S. After a long day of activities we were given several choices of dinner—Taco Sombrero, Dickies

BBQ or The Shed BBQ.

We probably all gained a few pounds after our onslaught of great food, coastal style seafood, and Cajun food, but it was worth it!

Saturday was our last day of planned activities. First up was our cruise to Pass Christian to get our chit stamped and a day of relaxing at Bay St. Louis.

As it turned out several of

the ladies wanted to walk the bridge from Pass Christian to Bay St. Louis, so we dropped them off, went to get our chit stamped, and then crossed the bridge to pick them up. We were early so we walked back across the bridge to meet them. The trail to Bay St. Louis was packed with cars from one end to the other by 10 a.m., but we didn't worry as we had reserved parking at Bonnie Stringer's church. It had a lot big enough for all of us and was conveniently located to our upcoming events. The church passed out a snack of hot beignets and coffee and later provided us a lunch. A healthy donation was made to the church for their hospitality.



We were able to do a lot of car viewing while some of the ladies went shopping for new hats for next year's Tea Party at the National Convention. The scenery along with the Rat Rods viewing at this event was really amazing. I especially liked the giant Live Oak trees; one was directly in front of the church lot.

We returned to the hotel for a bit of downtime to hang out with friends in our camp chair circle. Mike had several spots set aside and blocked off with a fence so we would not lose our spaces. That evening the Gulf States Chapter provided us a Jambalaya dinner. Later that last evening was spent playing board games and visiting. The ladies were happily engaged with one another while the men talked about Falcons, football, and other topics. We sadly knew the morning's departure would come all too soon.

Most folks were gathering up their stuff while saying their goodbyes to head home. Over the next few days we kept each other apprised of our travel progress. I did not hear of any mishaps and we all got home safely. We all will certainly be making plans for next year. Thanks again to the Sigler family and those in the Gulf States Chapter for hosting this fun annual event.

—Phil Barber (FCA #1581)
Hoschton, Georgia

"It seems like every unusual vehicle in the country finds its way here."



We saw many unique and diverse Rat Rod's during our time at Cruisin' The Coast. This one is in wrecker form.

Classified Advertising

—Continued from page 11

1962–63 Top fender emblems: I have four NOS right side, need to buy, sell, or trade for left side in NOS condition. Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Carburetors for FE engines: part number on air horn C8AF-AD, C8OF-AB and C8OF-AA. FE distributors: part numbers on housing C8AF-AD, C70F-G, C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken, 314-480-2556, kslitteken@aol.com. MO.

MISCELLANEOUS FOR SALE

32 issues of *Classic Auto Restorer* magazine, November 1994–June 1997, like new condition. \$20 plus flat rate shipping to your zip. J. McAlister, hstforever@yahoo.com. AL.

All issues of *The National Falcon News*, April 1997 to present, minus only June/July 2000, April 2007 and January 2010. Like new condition, \$20 plus actual shipping to your zip. J. McAlister, hstforever@yahoo.com. AL.

Hubley Die Cast, 1960–63 Falcon Ranchero (Hubley Model 403). Made in Lancaster, Pennsylvania with “Made in USA” in casting. Excellent condition except paint. Six inches long, two inches wide and two inches tall. It even has a trailer hitch. Unique and rare, \$25. Gary, 770-639-3324. GA.

1965 *Falcon Owner's Manual* date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare *Falcon Rallye Sprint Total Performance...from Ford Owner's Manual*. “Optional Competitive Event Components” lists over 100 part numbers for engine and chassis. Both Girling and Kelsey Hayes brakes, 27 gallon gas tank, 14 quart radiator, 289 engine specs showing 12:1 compression specs and more—11 pages in mint condition, \$150. Contact Gary at 706-864-2720. GA.

Shop Manuals by Ford: 1960–63, \$34.95; 1964–68, \$49.95 ea; 1969–70, \$59.95 ea. 1963 Owners Manual, \$14.95. Part Interchange Manual 1960–65 or 1963–70, \$39.95 ea. Falcon 140 page Road Test book 1960–70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. WA.

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When your car talks back ? ? ? ?

Automobiles can tell you when they need attention—in a colorful language of their own. Here's how to decipher your car's complaints!



Listen, is your car talking to you? No, carburetors can't speak English and your generator never took Spanish lessons. But the family car *does* "speak" a language all its own—and can tell you its troubles once you learn to understand this



language. It's your car's way of doing you a favor—warning you that it's time for a service

stop before more serious trouble arises. To help you translate your car's squawks and "backtalk," here's a simplified dictionary of automotive "speech."



Hear a high-pitched, rhythmical chirping like a nestful of hungry robins? It's probably a dry fan belt—an easy matter for your serviceman to silence. Once in a while this chirping can be the more serious wail of forgotten generator bearings protesting lack of lubricant. Your dealer knows how to "feed" your car the oil



that will bring soothing relief to your ears.

If your engine misses or idles roughly on a wet morning, you'll probably hear a "snick-snick" noise under the hood; it sounds for all the world like a loud cricket or the breaking of a twig. This is the sound an electric spark makes when it jumps from a damp spark plug wire to ground on the engine block. Rather than fool around with the wiring yourself, let a trained auto



mechanic make sure everything is dry and shipshape—and at the same time have your spark plugs checked.

A startling sound like a woodpecker gone berserk on a metal door, particularly when the engine's cold in the



morning, is not an indication of imminent disaster but very likely just a sticky hydraulic valve lifter. Usually it can be readily silenced by a change to fresh detergent oil and/or a special oil additive. However, if your car has solid tappets—and many high-performance automobiles do—an adjustment is probably necessary.

Did you ever toss a handful of BBs down a rainspout? Anyway, you can imagine the racket!



If you hear one like it from your engine when accelerating or climbing a hill, you've probably got pre-ignition or spark knock.



July 14-16, 2016

Splash Down In The Dells

2016 FCA National Convention

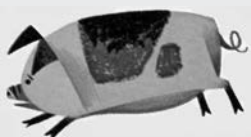
Hosted by Northland, Raptor, and Lake Michigan Chapters of the Falcon Club of America.



2016FalconConvention.com

Article has been adapted from *Buyer's Digest of New Car Facts for 1963*, Ford Motor Company

The cause can be use of “regular” grade fuel in an engine that’s designed for premium, improperly adjusted ignition timing, or deposits of carbon in the engine’s combustion chambers that act as unwanted spark plugs. If you know you’re using the correct fuel, better let your serviceman check into the cause of the knocking. Otherwise you may be wasting gas.



Another bird’s chirp—this time from beneath the car—can be caused by a dry pinion bearing seal at the rear axle. Prompt servicing can restore peace and quiet.

If, when applying your brakes lightly, you detect the sound of someone scuffing a shoe on a doormat, it could be an out-of-round (slightly oval) brake drum rubbing its high spots on the brake shoes. This is a condition rarely found on a new car, but it’s a sure sign of hard wear on a used one.

When you come to a halt after a long, hot drive, do you hear the shrilling of a peanut whistle accompanied by a dyspeptic rumbling under the hood? If so, you can bet you’ve got an overheated engine. This is usually caused either by too little fluid in the radiator or improper fan belt operation. If, when your engine is shut off, the fan is fairly easy to turn by hand, then the belt is too loose. A fan belt should be quite tight. An experienced mechanic can tell you whether it’s tight enough. If you’re low on radiator fluid, first let the engine cool off. Then open the radiator pressure cap carefully and check the level. If you need water, add it slowly while the engine is idling.

Do you hear the squeal of a frightened pig when you first touch the brakes in the morning? It could mean that your brake linings are prone to squeak when cold and damp. But if you hear the noise repeatedly, better have the brake linings checked.

When you take your foot off the accelerator at medium speeds, do you hear a noise at the rear of the car that sounds like the whine of an overage coffee grinder? Most likely the cause is worn rear axle gears. One remedy is replacement, but with an older car, a trade-in might be an even better idea.

A dull, thudding noise beneath the car when you’re driving down a bumpy road may sound exactly like a friendly dog thumping his tail on a wooden floor. There’s nothing canine about this racket, however. It’s probably your exhaust pipe and muffler banging up against the body or frame as a result of loose or broken mounting straps.

What you probably need is either a tightening job or replacement of a strap. Both can be expertly attended to at your dealer’s.

And the “clonk” of a cowbell, emanating from beneath the car’s floor as you ride on rough pavement, is often caused by a shock absorber that’s loose due to worn rubber bushings. Replacement of the bushings should put things back in good shape.



Of course, suppose you hear a tinkle under your seat that reminds you of a baby’s rattle? Just reach an exploratory arm under the seat. You’ll probably find that rattle baby Susan “lost” the other day!

REPLACE PARTS BEFORE A LONG TRIP?

Reprinted from the *Nov-Dec 2015 Falcon Transmission, Mile-Hi Chapter Newsletter*. Printed with permission.

A recent *Car Talk* article in the *Denver Post* answered this question—Should you replace parts before a long trip? It was posted by the owner of a 2000 Corvette with 84,000 miles who was planning a caravan from the Pacific Northwest to Bowling Green, Kentucky. He wondered if he should replace the car’s water pump, alternator and other components before departing. *Car Talk*’s Ray answered by asking why not replace the fuel pump, the brake master cylinder, and the engine? He then stated he didn’t think it was a good idea and suggested that the Corvette owner

“ask a mechanic that you trust to do a thorough inspection of your car. If he sees actual evidence that a part is faltering—if he hears the water pump making noise or sees some wobble in the water pump pulley, or if he hears the bearings in the alternator making noise—then you can legitimately replace those parts, and consider it evidence-based preventive maintenance. Or if he works on lots of older corvettes, he may have developed some specific knowledge about certain parts that tend to fail on a car at 90,000 or 100,000 miles. That also can be considered evidence-based preventive maintenance.”

Ray went on to suggest the Corvette owner give himself extra days to get to Bowling Green and put aside some money for a motel in case there is a break down. If the owner did this, he wouldn’t have as stressful a trip.

This *Car Talk* advice is applicable to our Falcons and our caravans. There are some parts that many of us carry with us in case of a break down. However, one of our members told me that if you carry a spare fuel pump you probably won’t need it. That would be good.

Car Talk granted us permission to publish their article in our newsletter and said, “Good luck keeping those Falcons flying.”

—Jim DiZerega (FCA #3520)
Fort Collins, Colorado

FALCON/COMET DRUM BRAKE

One of the most popular upgrades commonly discussed is the conversion of drum brakes to disk brakes. Most everyone would agree that disc brakes offer improved stopping power. With the increased traffic on today's highways it is probably a good investment of time and money to gain shorter and more consistent stopping distances.

There are many options for this conversion, a later model Ford disc brake system such as the Granada are often used. If the used parts can be found cheaply enough this conversion is pretty much a bolt on and has been very popular. The Granada disc conversion

is not without its problems and used parts are getting scarce. Another option is now available from Classic Services Restoration Parts (CSRP). CSRP sells complete disc brake kits for many 1960–1970 Fords and Mercurys. CSRP makes kits for both V8 and six cylinder models that bolt on to the original spindles. You can also purchase a Granada based brake kit that includes new spindles (used when upgrading a six cylinder car to a V8).

A 1963 Falcon Ranchero V8 is the disc brake conversion vehicle. The desire to use the original spindles and 14 inch Ford rims led to selecting the CSRP SWAP.1311 kit. This is a replica of the Kelsey Haynes four piston disc brakes that were an option on the first generation Mustangs. The kit arrived in two boxes and included everything to install the conversion including caliper brackets, calipers, pads, rotors, wheel bearings, dust shields, dust caps, master cylinder, soft lines, residual pressure valve, proportioning valve, grease, thread locker and anti-seize. The only things not in the boxes are the hardlines that are required to plumb the master cylinder. Total cost of the kit is \$579 plus shipping.

Remove the Old

The drum brakes are removed by prying off the dust cap, removing the cotter pin, unscrewing the wheel bearing nut and removing the brake drum. The soft brake line is detached from the hard brake line at the frame mounting bracket. Unbolt the backing plate and remove the brake linings and hardware as a single unit. Remove the master cylinder and the disassembly is complete.

Install the New

Before beginning installation, be sure to clean and deburr the spindles. Remove any rust, dirt or grease where the backing plates and caliper bracket will attach. Check to make sure there are no burrs where the inner grease seal contacts the spindle.

The first step in assembly is to bolt on the caliper mounting bracket and dust shield. Four bolts are included with one being longer than the other three; the longer bolt placement is obvious, torque to 35–45 ft-lbs. The rotor is next; pack the wheel bearings with grease, set the inner bearing in place and then insert the wheel bearing seal. If you do not have a wheel seal tool, tap the seal into place being careful not to distort the seal. Place the rotor on to the spindle and insert the outer wheel bearing. Place the washer, nut, cotter pin and grease cap. The rotors are directional, so pay attention to the instructions and install so the slots point forward on the outer edge.



Two boxes arrive within a week of the order placement.



The spindles were cleaned, deburred and painted before any new parts were installed.



The backing plate and caliper bracket were bolted to the spindle with the provided bolts.

The calipers require some sub assembly; the pads simply drop in from the top and are retained by a stainless steel (ss) anti-rattle clip. The ss clip might need a little massaging to gain some clearance near the piston boots. A little work with a round file creates a nice clean edge and gap. A little Lock-Tite on the threads will ensure the pads stay put. A brake fluid transfer tube is also installed; be sure to use a tubing wrench to tighten the tube nuts.

The calipers are fastened to the caliper brackets with two bolts. The bolts should have Lock-Tite applied and the torque spec is 45–60 ft-lbs. The calipers are side specific so be sure the bleed screw is facing up.



Right front rotor installed, notice the slots face forward on the outer edge.

TO DISC BRAKE CONVERSION

By Dick Harrington

The soft lines are fastened to the calipers and to the original drum brake soft line frame bracket. New brackets are included if the originals are not usable. All the required copper washers and hose clips are included in the kit.

The master cylinder comes with an adjustable push rod, or you could use the original push rod that came with your car. An adjustable push rod allows adjustment of the brake pedal height, important with a standard transmission car if you plan on heel and toeing.

The kit includes an adjustable proportioning valve and a ten pound residual pressure valve that goes inline to the rear brakes. Proportioning is not required in a four drum system, but is mandatory when adding discs. Disc brakes require more fluid pressure to activate and the proportioning valve reduces pressure to the rear drums to prevent premature lock up. The ten pound residual pressure valve maintains fluid pressure on the cup seals in the wheel cylinders. If you do not maintain cup pressure air will be sucked in the wheel cylinders whenever you release the brake pedal. Air in the wheel cylinders will create a soft pedal and cause a failed wheel cylinder as the air brings in moisture which will then create rust.

The disc brake conversion can easily be completed in a weekend. 1965 14" stock steel rims fit perfectly. Most after market 14" rims should also clear without any issues; 13" rims will not work. Order the kit, buy some hard lines and brake fluid and you will be cruising in a short time with safer shorter stops.

Four Lug Six Cylinder Kit

CSRP also has a four lug kit that includes a dual reservoir master cylinder, adjustable MC pushrod, an adjustable proportioning valve, brake hoses, loaded calipers with all hardware, 11" slotted rotors, bearings and seals, wheel attachment hardware, heavy duty alloy steel disc brake spindles, a comprehensive package of greases and thread

lockers, and a thorough install guide.

The rotors have the early style smaller diameter bearing boss that allows rotor fit with a more comprehensive range of wheels. Unlike most other four lug disc brake kits for six cylinder cars, this kit uses full sized 11" rotors. Many 14" wheels will fit, but in general, the user will need to use 15" or larger wheels. Unlike original equipment junkyard Granada type spindles, the new production alloy steel spindles included with this kit have correct steering geometry for the year/model application.

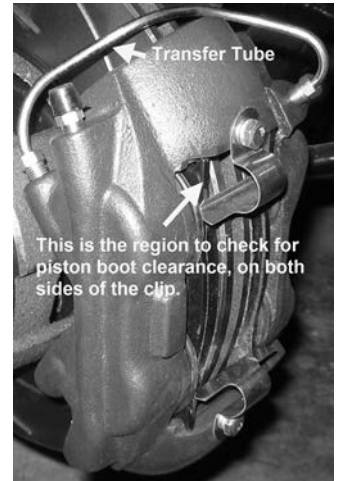
The kits for 1960-65 Falcon/Comet include a six to eight cylinder steering gear upgrade kit (SKU). The SKU is comprised of a manual center link, idler arm and bracket, one inch sector shaft compatible pitman arm, inner and outer tie rods, and tie rod adjuster sleeves. This kit upgrades the steering linkage to the heavier duty eight cylinder type and has correct steering geometry for the heavy duty disc spindles included with the kit. This brake/SKU kit cost \$1,149 + S&H for the manual brake version.

discbrakeswap.com

Telephone: 512-947-6718

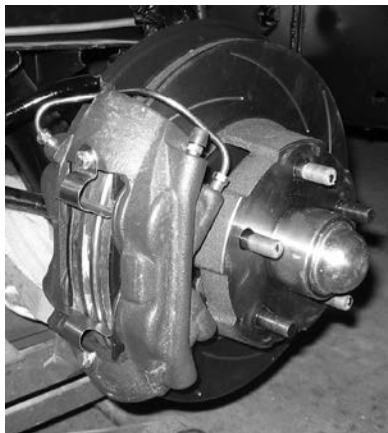
E-mail: info@discbrakeswap.com

—Dick Harrington (FCA #12563)
Delhi, New York



The stainless steel anti-rattle clips need to be massaged to prevent contact with the piston boots.

Three views of the finished assembly. The CSRP kit fit well and other than having to fabricate hard lines, is a total bolt on kit.



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We need your input.

In an upcoming issue, we'd like to spotlight places Convention-goers might like to visit on the way to Nationals. Falcons will converge on Wisconsin from different directions. Many of you have extensive travel knowledge. If you have a scenic spot, a historic site or a fun stopover you've discovered and would like to share it with our readers, please email it to fca.editor@yahoo.com.

FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX	2nd Sun. monthly Pig Stand, 1508 Bdwy. San Antonio, TX	210-626-2050	Mile Hi Chapter Denver, CO	3rd Fri. monthly	303-857-9360
Arizona Chapter Phoenix, AZ	2nd Sat. except June, July, Aug. Berge Ford, 460 E. Auto Center Dr. Mesa, AZ	480-888-0589	Music City Chapter Nashville, TN	Monthly Meetings Call for dates/locations	615-452-0321
Bluegrass Chapter Louisville, KY	2nd Sat. Mar., June, Sept., Dec. 4:00 PM, Mark's Feed Store. 10316 Dixie Hwy., Valley Station, KY	502-290-8716	Northeast Chapter New England	3rd Sat. monthly northeastchapter.com	401-823-1059
Blue Ridge Chapter South Carolina	3rd Sun. monthly, Greer, SC	864-879-1060	Northland Chapter Minneapolis, MN	2nd Sun. odd months	952-334-1653
Capital City Chapter Austin, TX	3rd Sat. monthly, 4:00 PM	512-670-0544	Raptor Chapter Princeton, IL	1st Sunday of each quarter northland-falcons.com	815-200-6348
Carolinas Chapter Charlotte, NC	1st Mon. 7:00 PM, Holiday Inn Express, 2491 Wonder Dr., Exit 60: I-85, Kannapolis, NC	704-736-1920	Rainier Chapter Seattle, WA	Bi-monthly Jan–Nov. University Burgermaster 3040 NE 45th St. 7:00 PM rainierfalcons.com	206-290-3093
Central California Chapter Bakersfield, CA	1st Tue. 7:00 PM Rosemary's Creamery, F St., Bakersfield, CA	661-587-5839	River City Chapter Sacramento, CA	2nd. Sat. even months 12:00 PM, Round Table Pizza 1566 Howe Ave, Sacramento, CA	209-957-0974
Columbia River Chapter	1st Thurs. monthly, 7:30 PM, Mar.–Nov., Benny's Rod & Custom Pizza Café, 4219 NE St. Johns Rd., Vancouver, WA	360-225-7403	So-Cal Falcons Chapter Pasadena, CA	2nd Sat. bi-monthly	805-583-4403
Early Falcon Car Club of Victoria, Inc., Australia	1st Tue. 7:30 PM, Cafe Hotel, Melbourne	9369 1574	Sooner Falcons Chapter Oklahoma City	3rd Sat. monthly	405-820-4808
Founder's Chapter Arkansas	2nd Sat. monthly	501-605-1370	Sonoma County Chapter Santa Rosa, CA	1st Thurs. monthly	707-539-2860
Gateway Chapter St. Louis, MO	4th Sun. monthly	636-677-4670	Southeast Georgia Chapter	1st Sun. monthly	770-887-6268
Golden Gate Chapter San Francisco, CA	2nd Sat. odd months	408-293-5848	Space City Chapter Houston, TX	2nd Sat. monthly, 6:00 PM, Prince's Drive-In, I-45 & Fuqua	713-703-5110
Greater Ozarks Chapter Springfield, MO	2nd Sun. even months Panera Bread, N. Kansas Expressway, Springfield MO. 2:00 PM	417-761-2677	Star City Falcon Club, Roanoke, VA	Monthly meetings Call for date/location	540-254-1515
Heart of Texas Chapter Plano, TX	3rd Sat. monthly hotfalcons.org for meeting info	214-215-7485	Suncoast Chapter Central Florida	Monthly Meetings Call for details	863-206-1990
Hoosier Chapter Indiana	1st Sun. monthly, Edwards Drive-In, 2126 S. Sherman Dr., Indianapolis, IN	317-418-8301	Tennessee Valley Falcons Cleveland, TN	Monthly, April–November. Call for details	423-716-5647
Lone Star Chapter Mt. Pleasant, TX	3rd Sun. monthly	903-572-9593	Third Coast Chapter Houston, TX	3rd Sat. even months, 5:30 PM, Valley Ranch BBQ 22548 SH 249 at Spring Cypress	281-467-4607
Metro Detroit Chapter Detroit, MI	1st Sun. bi-monthly, Holiday Inn Southgate, 17201 Northline Road, Southgate, MI	313-382-2993	Virginia Falcons Richmond, VA	2nd Sun. of March, June, September and December	757-646-3222
Mid America Chapter Kansas City	1st Fri. monthly	816-288-7469	Wheat State Wichita, KS	2nd Sat. even months	316-655-0697
			Wild West Falcons W. Colorado	Meetings quarterly Call Ted for details.	970-314-2498



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